

NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF MARINE SAFETY
WASHINGTON, D.C.

- - - - - x
:
SELENDANG AYU :
:
INTERVIEW OF DECK CADET :
TRAINEE OFFICER RAJIV DIAS :
:
- - - - - x

An interview in the above entitled matter was held
on Monday, December 13, 2004, commencing at 11:40 a.m.,
before:

MARIETTE BURER, NTSB
SEAN MCPHILAMY, USCG
CAPTAIN LEW KWOK YUE, IMC
MAURICIO RAUL

1 P R O C E E D I N G S

2 MS. BURER: Okay, my name is Mariette Burer with
3 the National Transportation Safety Board. Today is December
4 12th and it is 11:40 in the morning -- December 13th and it is
5 11:40 in the morning. To my left is --.

6 CAPTAIN LEW: Captain Lew, IMC Safety Manager and
7 designated person.

8 MR. RAUL: Mauricio Raul from Kieso and Logan on
9 behalf of the witness.

10 MR. MCPHILAMY: And Sean McPhilamy, Marine
11 Investigator for the US Coast Guard.

12 MS. BURER: And your name?

13 MR. DIAS: I'm Rajiv Dias -- that's R-A-J-I-V D-I-
14 A-S from the Selendang Ayu.

15 MS. BURER: Okay, thank you. Can you tell me what
16 your job title is?

17 MR. DIAS: Actually I'm Deck Cadet Trainee Officer
18 on the Selendang Ayu.

19 MS. BURER: Can you, just in general format,
20 describe a little bit about your sea-time experiences?

21 MR. DIAS: Actually, I've done 3 ships. My first
22 ship I've done 12 months in a bunk carrier, 9 months in a
23 chemical tanker, and 4 months in the Selendang Ayu, so that
24 makes it 25 months, almost -- more than 2 years anytime.

25 MS. BURER: Okay. Have you ever worked with this

1 particular Captain before?

2 MR. DIAS: Never before. This is my first time
3 with him.

4 MS. BURER: Okay. Or with the crew?

5 MR. DIAS: The crew, not actually, because I've
6 only sailed in a chemical tanker and the bunk carrier crew is
7 different, so I haven't sailed with the crew as well.

8 MS. BURER: Okay. Can you describe to me in your
9 own words what a typical day for you is? What time you
10 start?

11 MR. DIAS: I start my day at --

12 MS. BURER: Go ahead.

13 MR. DIAS: I start my day at 4:00 a.m. in the
14 morning. That's when I come on the bridge and I keep the
15 bridge watch along with the Chief Officer from 4:00 a.m. to
16 8:00 a.m. And thereafter, I have my breakfast and work on
17 deck or in the accommodation as per the Chief Officer's
18 orders and work till 12:00 in the noon and then from 12:00 to
19 1:00 p.m. is my lunch break. Thereafter, I work on deck
20 again from 1:00 p.m. till around 3:00, 3:00 p.m., yeah and
21 that's when I knock off and at 6:00 p.m. in the evening I
22 come back again on the bridge, 6:00 p.m. in the evening --
23 till around 8:00 p.m., that's again with the Chief Mate,
24 doing a bridge watch.

25 MS. BURER: Okay, so the last 2 numbers were 6

1 o'clock in the evening till 8 o'clock that you are on the
2 bridge? Is that correct?

3 MR. DIAS: That's fine, yeah, that's right, yeah.

4 MS. BURER: Okay, and then at 8 o'clock it's your
5 own time to do, whatever.

6 MR. DIAS: Yeah, usually I finish my day at around
7 8:00 p.m., unless there's some very important job to done.

8 MS. BURER: Okay. What do you do on the bridge,
9 what kind, what type of watch do you have on the bridge?

10 MR. DIAS: On the bridge, I usually get to look out
11 or what do you call, sometimes I steer if required, and just
12 do what is being told by the Chief Mate because he is the
13 duty officer and just go according to his orders.

14 MS. BURER: Okay. Are there any drills being done
15 on the vessel, emergency drills?

16 MR. DIAS: Yes, we do conduct drills quite often,
17 usually on the weekend, when the crew is free and we conduct
18 drills like the fire drill, the port -- port drill, abandon
19 ship drill, and oil spill, and collision, and various other
20 drills. We always keep conducting them, basically on the
21 weekends.

22 MS. BURER: Okay. Do you recall doing a drill
23 either at the port in Seattle or soon after or any kind of
24 drill that was done before the incident occurred?

25 MR. DIAS: Yes, we did conduct a drill at Seattle

1 itself just before the Coast Guard inspection, before the
2 Coast Guard -- USCG inspection. We did have a drill just to,
3 what do you call, familiarize ourselves and be ready for the
4 Coast Guard inspection. We did have drills.

5 MS. BURER: Okay. Is there a particular assignment
6 that you have when you conduct a drill like an abandon ship
7 drill?

8 MR. DIAS: Yeah, that's right. I've got certain
9 duties for most of the drills, like in the port drill I'm
10 supposed to unplug the, what do you call, battery power and
11 take fast the (Indiscernible) and in the fire drill, I'm
12 supposed to close ventilation, and what do you call, get the
13 (Indiscernible) and the holders ready and things like that.
14 So, keep changing for each kind of drill I work, certain
15 duties are assigned like the other crew as well.

16 MS. BURER: Okay. Are you part of the rescue team?

17 MR. DIAS: The rescue team?

18 MS. BURER: Team, yeah, rescue team.

19 MR. DIAS: Can you be more specific on that?

20 MR. MCPHILAMY: For what drill?

21 MS. BURER: For the abandon ship -- for the abandon
22 ship.

23 MR. DIAS: Yes, that's right.

24 MS. BURER: Well, are you a part of the rescue team
25 for the abandon ship drill?

1 MR. DIAS: The rescue team? No, not actually.

2 I've got -- I told you my duties I'm supposed to make first
3 the painter and unplug the battery power.

4 MS. BURER: Okay. Do you know where the life
5 jackets are stored on the vessel?

6 MR. DIAS: Yes, my personal life jacket is in my
7 cabin in the cupboard and the spare jacket is in the various
8 places like the Forty store, and what do you call, the
9 (Indiscernible) locker and the fire station as well.

10 MS. BURER: Okay.

11 MR. DIAS: The bridge, of course.

12 MS. BURER: Okay. And then, are you aware of where
13 the emergent suites are stored?

14 MR. DIAS: Yes, they do have emergent suites on the
15 lifeboat itself.

16 MS. BURER: Okay. Okay. I'm going to switch
17 gears, just a little bit, and what I would like for you to do
18 is go back and think about your arrival with the vessel in
19 Seattle, how long you stayed there, when you departed Seattle
20 and carry me through in your own words up to the point of the
21 incident. And let me know, just tell me the story, paint me
22 the story. Can you do that, from the day that you arrived in
23 Seattle?

24 MR. DIAS: I can't tell you much about Seattle. We
25 were probably there for around 6 days and I can start right

1 from the time the engines broke down. Is that okay with you?

2 MS. BURER: That's fine. Go ahead. And if you can
3 give me date --

4 MR. DIAS: We were fine in Seattle except when the
5 -- everything started when the engines broke down.

6 MS. BURER: Okay. That's fine. Can you give me the
7 date of when the engine broke down?

8 MR. DIAS: Yes. According to me, the engines did
9 stop for the first time, that was around 0950 local time on
10 the 6th of December. And that was probably due to a crack in
11 the number 3 piston unit and that's why the engine stopped.
12 So, do you want to ask me questions or should I go ahead with
13 the rest of the incident?

14 MS. BURER: No, what I'd like for you to do, if
15 it's okay, is for you to actually just tell me in your own
16 words what your job was, what you did, what you observed from
17 that point forward.

18 MR. DIAS: Okay, right. So, at around 0950 local
19 time on the 6th of December, the engine did break down and
20 that's when I went up to the bridge to make an entry of the
21 sounding, system of pressure sounding that taken. And the
22 third - the third mate was on watch at that time. And I did
23 ask him what's actually wrong, and he told me the piston had
24 cracked, and that's why the engines have been stopped. So, I
25 did steer the vessel for some time till the duty AB had come

1 up on his watch. So, that was probably for around 15
2 minutes. And tea break does start at 10:00 a.m. to 10:30 in
3 the morning. So, I probably finished during -- at quarter
4 past 10:00, and so quarter past 10:00, till half past 10:00,
5 I had my break. And then, I did go to the engine room for
6 just five minutes, just to have a look and to get a rough
7 idea of what actually is wrong. So, I did see a crack in the
8 piston and I did ask the Third Engineer and the engine cadet
9 to explain to me this for my own knowledge. And thereafter,
10 I continued with my regular schedule, and I did knock off at
11 around 12:00 in the afternoon. And, I came back on the
12 bridge at 4:00 p.m. -- 4:00 p.m. to 8:00 p.m. with the Chief
13 Mate, and what do you call, during my watch, that was on the
14 6th around 2150, that was when the ship's staff was
15 continuously trying to restart the engines isolating one of
16 the units. And they were trying a number of times, but with
17 no success. And every time, they were starting, trying to
18 restart giving forward as well as stern kicks, the air
19 pressure I noticed was constantly dropping, and they had a
20 tough time trying to start the engines, but with no success.
21 Nothing much could be done. So, I finally went down. I was
22 off watch at around 8 p.m. on the 6th and the next day I did
23 come up on the bridge after 4:00 a.m., that was on the 7th,
24 7th of December.

25 MS. BURER: Okay.

1 MR. DIAS: And, we were just drifting till then,
2 and what do you call, waiting for the tug, and after the
3 bridge watch on the -- after my early morning bridge watch on
4 the 7th, I did continue with my regular routine and I do
5 remember at around 1400 hours on the 7th, the Coast Guard
6 cutter probably came in just for assistance and was standby
7 in the vicinity. It was just moving around and what do you
8 call, we -- I do remember making fast the tug as well, that
9 was during -- back again in my watch. Along with the Chief
10 Mate and the rest of the crew, we made fast the tug Sidney
11 Foss at around 2150. Is that right?

12 MAURICIO RAUL: That's right, yeah.

13 MR. DIAS: At 2150, we made fast the tug, on the
14 7th. And, we -- in spite of the severe weather conditions,
15 we managed to make fast the tug and the tug was having a
16 tough time trying to keep us from drifting towards the
17 islands, just forgetting -- just forget about towing, just
18 keeping us from drift was a big thing. So, I'm just trying
19 to do that and I finally did go off watch at, soon after
20 making fast the tug and I came back on watch on the 8th early
21 morning. That was when the tug was still continuing to --
22 trying to keep us from drifting, and we were constantly
23 applying grease on the towing line just to keep it lubricated
24 and prevent it from parting. So, when I came on the bridge
25 on the 8th of December at around 4:00 a.m., I did go apply

1 grease at 5:00 a.m. and I do remember when the tug was trying
2 to keep us from adrift, the line parted at 0730, around that
3 time on the 8th. The line parted and that's when we started
4 back again back again drifting towards the island and then I
5 went down on the deck after my bridge watch and the Chief
6 Mate along with the rest of the deck crew did drop anchor.
7 That was probably around half past 11:00 on the 8th. I
8 wasn't there on the forecastle along the Chief Mate, but the
9 rest of the deck crew did drop the anchor, and I think
10 probably as per what I heard we were dragging anchor and not
11 holding well. And the tug was also standby, but nothing much
12 could be done, and what you call -- so, the Captain decided
13 to call the Coast Guard to evacuate us. He called the Coast
14 Guard and told that is - told them that we need for an
15 immediate evacuation of the crew, and he did announce, what
16 do you call, abandon ship as well as number of times on the
17 PA system and he insisted and he called out names of the crew
18 as well who would be staying back trying to save the ship,
19 that were around 7 of us, and including me, that makes it 8.
20 8 of us stayed back trying to save the ship and the rest all
21 were evacuated by the two helicopters, and that's it. We
22 stayed back till the, what do you call, ship went aground,
23 and that's when the ship went aground. The Captain back
24 again called the Coast Guard, calling for immediate
25 assistance to evacuate the left-over crew, and that's when

1 the, what do you call, Coast Guard chopper -- 2 of the
2 choppers came and tried to evacuate us in very severe weather
3 conditions. They lowered the basket, but there was great
4 difficulty in trying to evacuate the ship and they lowered a,
5 what do you call, Coast Guard swimmer as well trying to
6 assist us to get onto the helicopter. So, when 7 of us were
7 on the helicopter and the Captain was just on the port bow
8 along with the rescue swimmer, a huge wave came and hit the
9 helicopter and the helicopter plunged into the water along
10 with me and the rest of the 6 guys. So, that's what I
11 remember, the helicopter went down to the water level and I
12 somehow managed to float. And once I was floating, I saw the
13 other helicopter which was hovering on top of me. I waved
14 out to the helicopter for my -- asking for my rescue. And
15 that was the last I remember, just waving out to the
16 helicopter. And probably after that I lost my senses. I was
17 unconscious. They must have rescued me after that, and I
18 remember do waking up in the clinic at around 8:00 or half
19 8:00 p.m. on the 8th. That's all I can remember. If you
20 want to ask me any other questions on more specific details,
21 you can go ahead.

22 MS. BURER: Okay. Is there any particular reason
23 of why the Captain choose, do -- if you know of any
24 particular reason of why the Captain chose to evacuate his
25 personnel from the ship the way that he did?

1 MR. DIAS: Yeah, I do think he has taken a wise
2 decision in evacuating the crew because the tug couldn't,
3 what do you call, hold us from drifting, nor did the anchor
4 hold. So, everything was not in our favor. The weather was
5 against us and probably would run aground and the crew
6 wouldn't evacuate at the right time, we could've probably
7 lost some more lives as well. This is just 6, could have
8 been much worse, more of the crew could have been lost. So,
9 I think he has taken a wise decision in evacuating the crew.

10 MS. BURER: Do you know why he chose the people to
11 evacuate in the first helicopter and why he chose the people
12 in the second helicopter and why you were with the last crew
13 to get off?

14 MR. DIAS: Yeah, that's right. He did say, what do
15 you call, 19 of the crew including the 4 cadets that's, I'm
16 looking at reserve, so including me he told me to go in the
17 first 2 helicopters and, what do you call, he did ask for 7
18 of the crew to stay -- including himself to stay back because
19 probably we had stopped drifting for a while, short while,
20 and so he thought we would hold and things would come back to
21 normal, and which didn't. So, he wanted the crew to -- some
22 of them to stay back and just try to save the ship, but
23 nothing was in our favor, and I did say that because I
24 thought things would get back to normal and probably the crew
25 which is gone ashore would be evacuated, would be coming

1 back, so I had a positive attitude, that's why I stayed back
2 trying to save the ship.

3 MS. BURER: Okay. When you were up on the bridge,
4 you said that you steered for approximately 15 minutes, if I
5 understood you correctly.

6 MR. DIAS: Yeah, that's right. That was on the
7 6th, immediately after the engine broke down.

8 MS. BURER: Right. And how difficult was it for
9 you?

10 MR. DIAS: Could you please come again?

11 MS. BURER: Was, how, was it difficult for you to
12 steer?

13 MR. DIAS: Yes, I did have a tough time steering
14 because of the current and the engines stopped hardly making
15 any way, but I did steer for sometime just trying to get the
16 vessel getting into the wind and things like that, but it was
17 a tough time steering because of no engine power and the
18 weather against us.

19 MS. BURER: Right. Do you recall how many times
20 did the Captain actually try to -- or call the Coast Guard
21 for evacuation?

22 MR. DIAS: How many times did the Captain call the
23 Coast Guard to evacuate the crew? Is that right?

24 MS. BURER: That's correct.

25 MR. DIAS: Yeah. Actually, he called the Coast

1 Guard a number of times, but I did hear him, probably three,
2 four times. And the last time, number of times, the final
3 evacuation he must have called the Coast Guard at least
4 three, four times during my presence because it was an
5 emergency and we were in need because ship had started
6 lifting the port, taking water and things like that.

7 MS. BURER: Okay. So, you were still, even though
8 the other crew members already had been evacuated from the
9 vessel, you along with 7 others that stayed back. It's done
10 when you actually felt the ship go aground?

11 MR. DIAS: Yeah. I did feel the ship go aground.

12 MS. BURER: Okay.

13 MR. DIAS: That was when I was in the engine room
14 along with the Chief Engineer and the Second Engineer. The
15 ship hit the bottom for the first time with a loud thunder
16 kind of noise and vibration and she immediately started
17 lifting the port, that's when we came to know that she has
18 started taking in water.

19 MS. BURER: Okay. Can you -- when you were down in
20 the engine room, can you describe to me in your own words
21 what was going on in the engine room?

22 MR. DIAS: Actually we were just boxing up the fuel
23 injection pipe and things like that whatever was being opened
24 up, we were just putting in back into place.

25 MS. BURER: Okay. Were there other people with you

1 in the engine room?

2 MR. DIAS: That's right.

3 MS. BURER: Other different personnel?

4 MR. DIAS: The Chief -- the Chief Engineer, the
5 Second Engineer, and the (Indiscernible) along with the Third
6 Officer were down with me doing the job.

7 MS. BURER: Okay. Did you ever see any ABs or
8 Ordinary Seamen come down to the engine room?

9 MR. DIAS: Actually all of them had evacuated in
10 the first 2 helicopters. So, just the (Indiscernible)
11 myself, and some of the officers, 8 of us were on board at
12 that time.

13 MS. BURER: Okay. But anytime between the 6th and
14 the 8th of December, did you see any other personnel aside
15 from the assigned personnel that is supposed to be in the
16 engine room, did you ever see anyone else going down there to
17 help or whatever duties that they were assigned to do at that
18 moment?

19 MR. DIAS: That's right. Besides the engine crew
20 and the engine officers, the deck crew as well as some of
21 them did go down to help the -- some of the deck guys still
22 did go down to help the engineers with their job, but I
23 definitely did not go down to help the engineers.

24 MS. BURER: Okay. I don't know if you actually --
25 I'm going to switch again, okay? I'm going to ask a couple

1 of questions in regards to the Coast Guard and the rescue
2 that you had.

3 MR. DIAS: Yeah.

4 MS. BURER: Can you tell me, when you saw the
5 chopper going over your head and they were trying to rescue
6 me -- can you tell me as much in detail as possible of what
7 the procedures were, how they hoisted you up, etc., etc.?

8 MR. DIAS: Actually the last thing I remember was
9 just floating on the water and waving out to the chopper for
10 -- asking for my rescue. Soon after that, I lost my senses
11 and I was unconscious. I don't know anything much. I just
12 woke up in the clinic at around half 8:00 p.m., that's it.

13 MS. BURER: Okay. Do you remember anything as far
14 as the original rescue when it was just the Captain and
15 yourself on the bow?

16 MR. DIAS: Yes, I do -- I do remember about the
17 initial rescue from the ship itself. The Chief Officer,
18 chief Engineer, Second Engineer, Electrical Officer, the
19 Third Officer and the (Indiscernible), including me, we all
20 hoisted up in baskets with the help of the rescue swimmer.
21 And the rescue swimmer along with the Captain were on the
22 ship. That's when a huge wave hit the helicopter and it
23 plunged into the water.

24 MS. BURER: Okay.

25 MR. DIAS: I do remember all that.

1 MS. BURER: Okay. Is it easy to get into the
2 basket, and where you fastened in the basket itself or how
3 did -- can you tell me a little bit more detail about that
4 procedure?

5 MR. DIAS: Actually, as I said before, it wasn't
6 easy at all because we were lifting the port. The evacuation
7 was in the port site, and we had about 25 foot -- or even
8 more -- occasionally even more waves, more higher wave, waves
9 I mean. And water was gushing all the time. So, because we
10 had great difficulty in getting into the basket, the Coast
11 Guard rescue swimmer was being lowered down and he did help
12 us to get into the basket and we were hoisted onto the
13 helicopter.

14 MS. BURER: Okay. Was there any communication
15 going on between the rescue swimmer and yourself or any of
16 the other people that were being rescued?

17 MR. DIAS: Right from the time we asked for
18 evacuation, we were constantly in touch with the rescue
19 helicopter and, what do you call, cutter itself, the Chief
20 Officer and the Master and the Third Officer as well, they
21 all had walkie-talkies with them. Even myself and the
22 (Indiscernible) we all had -- each one had a walkie-talkie to
23 be in constant touch with the cutter as well as the
24 helicopter itself.

25 MS. BURER: So, each individual person that got

1 rescued had a walkie-talkie?

2 MR. DIAS: Yeah, almost everyone, except the
3 engineers, had one.

4 MR. MCPHILAMY: From that last batch?

5 MS. BURER: From the last batch?

6 MR. DIAS: Yeah, that's right. Except the Chief
7 Engineer, the Second Engineer, and the Electrical Officer did
8 not have walkie-talkies, the rest all had walkie-talkies with
9 them.

10 MS. BURER: Who -- who gave you the walkie-talkies?

11 MR. DIAS: These are the (Indiscernible) walkie-
12 talkies which have been used during emergency operations, and
13 the one which I was using and the (Indiscernible) was using
14 were the ship walkie-talkies. So, we had constantly been
15 using them during the various operations being conducted.

16 MS. BURER: Okay. Then how come the -- do you by
17 any chance know why the engineers would not have walkie-
18 talkies?

19 MR. DIAS: Because they did not require one
20 actually. They were constantly working on the engine -

21 MS. BURER: Okay.

22 MR. DIAS: During that they were trying to fix the
23 engines. So, I don't think so they required one.

24 MS. BURER: Okay. As far as the basket of the
25 helicopter rescue, how many -- how many people can fit in it?

1 MR. DIAS: Not more than one person can fit in the
2 basket at a time.

3 MS. BURER: Okay. Do you by any chance know how
4 long do operations take so what you felt was your perception
5 of when they were lowering the basket down to placing the
6 person into the basket and hoisting him back up?

7 MR. DIAS: According to me, if everything is okay,
8 the weather conditions are fine, right from lowering the
9 basket till hoisting the person into the helicopter should
10 not take more than 2 minutes, that is 120 seconds. It should
11 not take more than that if the weather conditions are fine.

12 MS. BURER: Okay. But your conditions were not
13 fine.

14 MR. DIAS: Then, probably it took a bit more time
15 because the ship was rolling, twitching, and the water was
16 rushing in.

17 MS. BURER: Right.

18 MR. DIAS: That took bit more.

19 MS. BURER: Were you secured, fastened, belted in
20 your -- when you were in the basket?

21 MR. DIAS: Actually, the basket has got buoyancy
22 floats on both sides and it has got a case-kind of structure.
23 So, what do you call, I was secured inside the basket. No
24 chances of falling out or anything like that.

25 MS. BURER: Okay.

1 MR. DIAS: It was quite safe.

2 MS. BURER: You felt quite safe? Okay.

3 MR. DIAS: That's right, yeah.

4 MS. BURER: Okay. When you were placed into the
5 basket, were -- was the rescue swimmer guiding you and
6 communicating with you face to face while the evolution was
7 going on.

8 MR. DIAS: That's right. The rescue swimmer did
9 help each and every one of us get into the basket as the
10 conditions were very worse, severe. He did help each one of
11 us. He was guiding us how to get into the basket itself.

12 MS. BURER: Okay. Okay, so you were transported to
13 -- the next moment that you woke up was at the clinic, right?

14 MR. DIAS: That's right.

15 MS. BURER: Do you recall the clinic -- or where --
16 where the clinic was?

17 MR. DIAS: At Dutch Harbor.

18 MS. BURER: Okay. And then, did you go anywhere
19 from Dutch Harbor?

20 MR. DIAS: Yeah, thereafter, the next day I flew
21 from Dutch Harbor to Anchorage at the hospital here, and
22 right now I'm at the hotel.

23 MS. BURER: Right. And did they do any kind of
24 testing on you when you were at the clinic, when you woke up,
25 do you remember, like urine or blood testing?

1 MR. DIAS: You mean at Dutch Harbor?

2 MS. BURER: Yes.

3 MR. DIAS: That's right. They have done various
4 tests on my -- on me and what do you call, they did decide
5 that I should be flown to Anchorage because of the medical
6 facility is much better over there.

7 MS. BURER: Can you tell me what your injuries
8 were, if any?

9 MR. DIAS: Injuries?

10 MS. BURER: Yeah.

11 MR. DIAS: Actually, I was being told that during
12 the hoisting process there was a rope put around my neck for
13 the hoisting from the water into the helicopter. So, that
14 probably suffocated me and there was pressure on the small
15 blood vessels, the capillaries, in my eyes which burst and
16 the color of my eyes is blood-red at the moment as well. And
17 on the 8th and the 9th, my vision from the right eye was a
18 bit blurred. I could not read. And just within 2 days or
19 so, it got back to normal. Right now I can read as well as
20 watch TV, and the doctors checked my eyes as well and the eye
21 sight is normal except the color is blood-red and the doctors
22 said it will take probably a month or so for the color to
23 come back to normal. And rest everything is fine. Not a
24 scratch on my body.

25 MS. BURER: Okay. Can you tell me a little bit

1 more about your rope around your neck?

2 MR. DIAS: Actually, I don't remember anything.

3 MS. BURER: Okay.

4 MR. DIAS: I was being told that the rope was put
5 around my neck during the hoisting process.

6 MS. BURER: Okay.

7 MR. DIAS: But I don't remember anything --
8 anything of that kind being done to me because I was probably
9 not in my senses.

10 MS. BURER: Right. Now, who -- who told you this?

11 MR. DIAS: I was being told at the clinic -- the
12 clinic in Dutch Harbor.

13 MS. BURER: By professionals?

14 MR. DIAS: By the doctors.

15 MS. BURER: Right. So to make sure.

16 MR. DIAS: That's why -- that's because I asked
17 them why is it that the color of my eyes is blood-red.

18 MS. BURER: Right. How long do you think that you
19 were in the water?

20 MR. DIAS: As far as I remember, I was in the water
21 for around 3 minutes, but I found out from the other
22 officials and the Captain itself, they told me that I was
23 about -- in the water for 5-6 minutes.

24 MS. BURER: You were actually --

25 MR. DIAS: I remember being in for about 3 minutes

1 till I was out of my senses.

2 MS. BURER: Okay. You were actually submerged
3 under water?

4 MR. DIAS: Yeah, that's right. When the helicopter
5 did go down and the water started gushing in and it did go
6 below the water level and I was submerged in the helicopter
7 for about 1 minute before I started floating.

8 MS. BURER: Oh you see, do you remember actually
9 trying to get out of the helicopter or were you pushed out
10 the helicopter?

11 MR. DIAS: See, it was both. It was both the
12 things together, a combination of both. The water was
13 gushing in with great pressure and once the helicopter was
14 full with water, I did move around the helicopter just trying
15 to find the door. And, it was a combination of both the
16 things, as I said, I too was trying to get out of the door.
17 I saw a slight -- faint light towards the door and I started
18 moving that way and the life jacket itself helped me to float
19 back into the surface.

20 MS. BURER: Okay. I could have asked you this
21 question before, but I just -- I guess I'm kind of trying to
22 figure out why did Captain held you back as the last person
23 with him to be evacuated from the vessel? Why not his most
24 senior engineer?

25 MR. DIAS: Actually, the Captain did say, as I've

1 told you before, he did tell me and the other guys, the other
2 3 cadets, the Captain and the Chief Mate as well, they did
3 insist on myself leaving in the first 2 helicopters. But as
4 I said, I stayed back on my own will thinking that things
5 would be fine. And the Captain did keep all the senior
6 officers as well, the top four - the Chief Engineer, the
7 Chief Officer, and the Second Officer, including the Third
8 Officer and the Electrical Officer. So, all the senior guys
9 were still there on board during the last evacuation.

10 MS. BURER: Who made the decision to go first in
11 the basket? Is that something that the rescue swimmer
12 decided that, hey, you go, you know, he would point out one
13 particular person or is it just something that was amongst
14 you all that decided to go ahead and go into the baskets?

15 MR. DIAS: Could you please -- could you please
16 repeat your question once more?

17 MS. BURER: Yeah. Who decided to go ahead and get
18 into the basket first? Is it something that the rescue
19 swimmer assigned you all to get into the basket first or is
20 that something that amongst the crew you guys decided of who
21 should actually get into the basket first?

22 MR. DIAS: Actually, during the final rescue
23 operation, we all actually had to get into the basket
24 sometime or the other. So, it didn't actually matter who
25 gets in first or last. The Captain actually stayed back

1 thinking that -- as usual he would get into the, what do you
2 call, basket last making sure that all his crew were safe.
3 Only then when things are fine, he thought he would get into
4 the basket last. But, we just decided like among the crew,
5 okay you go, you go, and things like that. So, each one
6 started going by themselves.

7 MS. BURER: Okay, so --.

8 MR. DIAS: Okay.

9 MS. BURER: No, I'm sorry. I didn't mean to
10 interrupt you. Continue.

11 MR. DIAS: That's right. So, we just started going
12 just like that. No one was, what do you call, told like you
13 go first or you go later, nothing like that. The Captain
14 stayed back to come last.

15 MS. BURER: Okay, okay. I'm going to go ahead and
16 open it up for other people to ask you questions.

17 MR. DIAS: Okay.

18 MS. BURER: Okay? So, Captain --

19 MR. DIAS: Could you -- could you please tell me
20 who are the persons, what do you call, questioning me before
21 they start asking me questions. Is that okay?

22 MS. BURER: Yes.

23 CAPTAIN LEW: Yeah, this is Captain Lew, Rajiv.

24 MR. DIAS: Yes, sir.

25 CAPTAIN LEW: I hope -- I'm glad to hear you are

1 well. I recommend you a very good healing process in which
2 you can get your vision better, buy more Penthouse, look at
3 those girls, and you will stimulate your vision, you see.

4 MR. DIAS: That's right.

5 CAPTAIN LEW: Okay. I tell you what, Rajiv. Can
6 you tell me, throughout the time when the ship was stopped,
7 after the tug that was made fast and the tug line broke,
8 where were you?

9 MR. DIAS: You mean to say when the first tug line
10 broke, where was I? Is that right?

11 CAPTAIN LEW: Yes, yes.

12 MR. DIAS: Yes, when the first time the tug line
13 broke, I was on my watch, the bridge watch along with the
14 Chief Mate, and that was when the tug called us on the radio
15 saying the line has parted, that was around 0730 local time
16 on the 8th of December.

17 CAPTAIN LEW: Okay. And once you heard that the
18 line has parted, did the Chief Officer instruct you to do
19 anything or you remained on the bridge itself?

20 MR. DIAS: Oh, that's right. Once the line did
21 part, the Captain was informed. He did come up on the
22 bridge, and I did go down to have my breakfast and the Chief
23 Officer along with the other deck crew excluding the deck
24 cadets, he did go on the forecastle and they prepared for
25 anchor stations, but I wasn't involved in the, what do you

1 call, operation -- dropping the anchor and things like that.
2 The Chief Officer told me to stay in the accommodation and do
3 some other jobs.

4 CAPTAIN LEW: Did you see from the Chief Officer or
5 the Master once when the line was parted before you go down -
6 - was there any anxiety or anxiousness to make back the line
7 again -- you see? Would you have any idea?

8 MR. DIAS: Yes, I think they did try connecting the
9 line back itself again, but as I said the weather wasn't in
10 their favor and things didn't work out well, so they decided
11 to drop the anchor.

12 CAPTAIN LEW: Okay. After breakfast -- what did
13 you do after the breakfast is served?

14 MR. DIAS: I did help the Chief Officer with
15 arranging some of the papers and some other jobs inside the
16 accommodation.

17 CAPTAIN LEW: Arranging papers -- what papers are
18 you talking about? Is it about a document -- ship's
19 documents or things like that?

20 MR. DIAS: Yeah, that's right. Documents inside
21 his cabin, things like that, the ship's office.

22 CAPTAIN LEW: All right. I'm going to put you
23 further more away from these things. The Alex Haley, the US
24 cutter, that comes alongside the vessels, can you remember
25 anything about it or were you on watch at the time or did you

1 take rest itself?

2 MR. DIAS: The US cutter, you mean?

3 CAPTAIN LEW: That's correct.

4 MR. DIAS: Yes, that's right. The US Coast Guard
5 cutter was standing by for assistance. That was on the 7th,
6 probably, the 7th of December somewhere around afternoon,
7 around 1400 hours. The US cutter first came for assistance
8 followed by the tug Sidney Foss.

9 CAPTAIN LEW: Okay. Where were you when the US
10 cutter passed the heaving line to the ship?

11 MR. DIAS: Actually, the US cutter did not pass a
12 heaving line to the ship. The US cutter did come in the
13 afternoon, as I said, around 1400 hours on the 7th of
14 December, and the what do you call, the tug -- the tug Sidney
15 Foss was being made fast along with the Chief Mate, the
16 entire deck crew and myself. That was around 2150 local time
17 on the 7th of December.

18 CAPTAIN LEW: I understand that. So, you were not
19 at the site by the scene when the US cutter passed a heaving
20 line to the ship? That is after the tug line broke. Am I
21 correct?

22 MR. DIAS: After the tug line broke and the US
23 cutter -- after the tug line broke, actually I didn't go on
24 the forecastle along with the Chief Mate, I didn't.

25 CAPTAIN LEW: So, where were you? Were you taking

1 rest or elsewhere itself?

2 MR. DIAS: I was working inside the accommodation,
3 sir.

4 CAPTAIN LEW: Okay. I'm going to ask you now
5 further away from this scene when you asked at the last
6 moment to leave the engine room, you heard a bang in the
7 engine room on the way from the accommodation to the deck,
8 did you hear any gush of air to any ballast tanks itself?

9 MR. DIAS: Actually, I didn't check the ballast
10 vent, but I did hear the Chief Officer and the Third Officer
11 say that air has been gushing in from some of the vents. But
12 I did notice the ship lift to port. That's how I came to
13 know that we had damaged the bottom and water is coming in.

14 CAPTAIN LEW: Okay. When you are in the helicopter
15 itself, does anybody instruct how you should be seated, what
16 you should do, or whether you are supposed to secure your --
17 your belt itself? Did anybody instruct you on that?

18 MR. DIAS: Actually, when I did board the
19 helicopter, there were 3 guys in the helicopter, I believe, 2
20 pilots and 1 other guy, and a 4th guy, the rescue swimmer was
21 on board along with the Captain. No one instructed me what
22 should be done, but I did get onto the helicopter and take
23 off my, what do you call, carry bag off my shoulders and I
24 was sitting inside.

25 CAPTAIN LEW: Did you secure a belt -- a life - a

1 safety belt of the helicopter around you?

2 MR. DIAS: Actually, I didn't. I didn't secure any
3 belt around myself, nor -- nor did I see any of the other
4 guys secure belts around themselves. Probably, they must
5 have - or they might have done it later, but I didn't see
6 anyone do it.

7 CAPTAIN LEW: Okay, Rajiv. I guess there is
8 nothing more from my side. Thank you very much. I hope you
9 recover quickly. I will pass you to --

10 MR. DIAS: Thank you very much sir.

11 CAPTAIN LEW: I will pass you to McPhilamy.

12 MR. DIAS: Okay, right.

13 MR. MCPHILAMY: Hello Rajiv, this is Sean
14 McPhilamy. I am with the US Coast Guard.

15 MR. DIAS: Yes.

16 MR. MCPHILAMY: Thank you very much, sir, for a
17 very precise interview.

18 MR. DIAS: Thank you as well.

19 MR. MCPHILAMY: For your -- for your competence.

20 MR. DIAS: Right.

21 MR. MCPHILAMY: One second, please.

22 MR. DIAS: Okay.

23 MR. MCPHILAMY: Regarding the helicopter
24 evacuation, that you got into that helicopter --

25 MR. DIAS: Yes.

1 MR. MCPHILAMY: Do you remember which number you
2 were, were you first in the basket, were you seventh in the
3 basket, do you remember?

4 MR. DIAS: Yes, I do remember the sequence, and
5 I'll tell you right from the beginning. According to me,
6 what do you call, Chief Officer was first, and then followed
7 by the Chief Engineer, the Second Engineer, the Electrical
8 Officer, myself, Third Officer and (Indiscernible), and the
9 Captain was left behind.

10 MR. MCPHILAMY: Thank you, sir.

11 MR. DIAS: You are most welcome.

12 MR. MCPHILAMY: I would like to now go back to the
13 6th morning. I know that you reported that the crack in the
14 number 3 piston unit.

15 MR. DIAS: That's right.

16 MR. MCPHILAMY: And that the engines have been
17 stopped.

18 MR. DIAS: Okay.

19 MR. MCPHILAMY: At this point, you were not on
20 watch?

21 MR. DIAS: I wasn't.

22 MR. MCPHILAMY: And I would like to confirm, do you
23 know if you heard -- did you hear -- were the engines stopped
24 by decision or did the engines shut down by the accident?

25 MR. DIAS: Actually, as I said before, I did hear

1 the engines stop at around 0950 when I just come into the
2 accommodation from the deck, and I didn't know what was the
3 reason for the stoppage, but when I did go up on the bridge
4 shortly to write down the soundings in the deck log, I did
5 ask the Third Officer, the officer on watch, what actually
6 was wrong and he is the one who told me that the problem with
7 the piston and things like that. And that is when I went
8 down into the engine room for just 5 minutes, to just take a
9 look for my own knowledge.

10 MR. MCPHILAMY: Thank you. Thank you very much,
11 sir. I would like to turn it back home. Thank you. I am
12 finished.

13 MS. BURER: Okay. Rajiv, this is Mariette again.
14 I just have a couple more questions if you don't mind.

15 MR. DIAS: That's fine.

16 MS. BURER: Okay.

17 MR. DIAS: Go ahead.

18 MS. BURER: Did everyone that got rescued -- did
19 they wear life jackets?

20 MR. DIAS: Yes, I do remember everyone wearing life
21 jackets before boarding the helicopter, because I was the one
22 assisting these guys get onto the helicopters, the first and
23 the second batch.

24 MS. BURER: Did you guys have life jackets on like
25 prior to --

1 MR. DIAS: That's right. Before evacuation, as I
2 said, everyone was wearing life jackets before boarding the
3 basket.

4 MS. BURER: Who makes the decision to wear life
5 jackets? Is that a personal decision or is that -- is there
6 announcement that is made?

7 MR. DIAS: Actually, there is a standard procedure
8 for abandoning ship.

9 MS. BURER: Okay.

10 MR. DIAS: You are not supposed to abandon until
11 and unless you wear a life jacket.

12 MS. BURER: Okay. And then, as far as, I don't
13 know if you remember this, but when you got rescued by the
14 second helicopter --

15 MR. DIAS: That's right.

16 MS. BURER: Were you -- can you tell me the order
17 that you were being rescued?

18 MR. DIAS: As I said -- I have said before as well,
19 the last thing I remember when I was in my senses was waving
20 off to the helicopter hovering on top of me, just asking them
21 for my rescue and that was the last I remember. After that,
22 I totally lost my senses, I became unconscious, and last I
23 woke up in the clinic at around half 8:00.

24 MS. BURER: Okay. So, do you -- I mean -- I don't
25 know if you recall any of the rescue swimmers being rescued

1 prior -- or any of the other Coast Guard crew being rescued
2 prior to your rescue or --

3 MR. DIAS: No, actually, I'm not aware of the
4 sequence of rescue, but when I was floating on the water, I
5 did see there other 3 Coast Guard crew -- helicopter crew as
6 well floating somewhere in the vicinity. I did see them as
7 well, but I do not remember the sequence of rescue, whether I
8 was being picked up first or them.

9 MS. BURER: Okay, thank you. Any more questions -
10 no? Okay. I just need to make sure that it would be okay
11 for you to release the medical record and the hospital record
12 to us?

13 MR. DIAS: Yes, definitely. Yes, go ahead.

14 MS. BURER: Okay, that is okay.

15 MR. DIAS: Yes, you can -- you can take a copy of
16 the medical records -- and what other requests do you want?
17 Please come again.

18 MS. BURER: So, it is the medical record of Dutch
19 Harbor and then the hospital record in Anchorage where you
20 stayed?

21 MR. DIAS: Yeah, that's right. You can take a copy
22 of that from the agent.

23 MS. BURER: Okay, thank you. The other thing that
24 I would like for you to do, and it is a little bit awkward,
25 but if you wouldn't mind giving your name again, this is more

1 of a formality, but your name, your address, your date of
2 birth, and your official position.

3 MR. DIAS: Right, I can give it to you. Do you
4 want to spell -- do they want me to spell it out?

5 MS. BURER: Yeah, that's fine.

6 MR. DIAS: Okay, my name is Rajiv Dias, R-A-J-I-V.
7 And my family name is Dias, D-I-A-S. And my date of birth is
8 15th of October in the year 1-9-8-0, 1980. And my address
9 is, my permanent address is Olvaddo, I will spell it out O-L-
10 V-A-D-D-O. The village is Carmona, C-A-R-M-O-N-A. The
11 district is Salgette, S-A-L-G-E-T-T-E. And the state is Goa,
12 G-O-A. And the country is India, I-N-D-I-A. And my post
13 code is 403717.

14 MS. BURER: Okay. The Captain, if you wouldn't
15 mind, the Captain is going to ask you a question again.

16 CAPTAIN LEW: Rajiv, this is Captain Lew again. I
17 know on the actual day itself after having breakfast, taking
18 the sounding, you went up to the bridge. By any chance, did
19 you have a chance to look at the engine RPM indicator on the
20 bridge panel itself?

21 MR. DIAS: RPM indicator on the panel?

22 CAPTAIN LEW: Yeah.

23 MR. DIAS: Yes sir. As I said, the engines did
24 stop and the RPM was zero.

25 CAPTAIN LEW: Okay, thank you.

1 MS. BURER: No more questions? No? Okay. Well,
2 thank you so much, sir, for your cooperation. I hope you
3 have a speedy recovery and thank you for everything.

4 MR. DIAS: Most welcome and thank you as well.

5 MS. BURER: Okay, good luck.

6 CAPTAIN LEW: Rajiv?

7 MR. DIAS: Yes, sir?

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

C E R T I F I C A T E

DEPOSITION SERVICES, INC., hereby certifies that the attached pages represent an accurate transcript of the electronic sound recording of the proceedings of the National Transportation Safety Board Interview regarding the grounding of the Selendang Ayu on December 12, 2004.

INTERVIEW OF AB:
DECK CADET TRAINEE OFFICER RAJIV DIAS

Transcriber